

# TIMEPOINTS

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# Timepoints

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## WHAT THE TRANSIT COMPANIES SAY ABOUT THEIR SERVICES

Reprinted from the Los Angeles Times, Sunday September 20, 1953.

*Below, we reprint a one-and-a-half page article that appeared in the LA Times almost 40 years ago. The article was written at a time when the PE, LATL, Asbury Transit, and the MCL were attempting to obtain a fare increase. We are reprinting the article in that over the past 40 years many things in the transit industry have changed; principally in the private to public ownership of the services. Rather than simply reprint the article, we are going to dissect the article and draw some comparisons and contrasts to illustrate both what was happening in 1953, and today...*

*Times subheadline:* "The Los Angeles Transit Lines, Pacific Electric Railway and Asbury Rapid Transit System are applying to the State Public Utilities Commission for permission to boost fares. To clarify the transit picture, The Times submitted questions to E.C. Houghton, LATL president; O.A. Smith, PE president; A.J. Eyraud, Asbury General Manager, and Jesse L. Haugh, president of Metropolitan Coach Lines, which is purchasing the PE's passenger service. Asbury provided individual answers. LATL, the PE, and Metro made a joint answer to some questions and individual replies to others. Here they are:"

*Comment: In 1953, the LATL operated about 120 miles of streetcar routes, the combined PE, LATL and Asbury bus routes totalled about 1,575 miles, and the PE passenger and freight routes had dwindled to less than 200 miles. The reader should bear in mind that 1953 was pretty much a watershed year in transit, as small bus operations across the nation were folding in droves. 1952 had been the year when most every family in America with any financial means at all had finally obtained that new car they were starving for and the transit industry, rail and bus alike, had taken dual body blows. Decreased ridership plus drastically increased inflationary increases in operating costs were the order of the day. The reader can tell from the tone of the answers to the Times' questions, particularly the Asbury answers, that the private operators were severely disenchanted with the business and would sell it to the highest bidder, if they could find a buyer. The old days were, in their opinion "gone forever".*

**Times:** "Are you going to apply for any more fare increases in the next year?"

**LATL, PE and METRO** — "The cost of transportation is based on such a narrow margin that fares must be increased when wages and materials increase the expense of providing such service. When the spiral or rising costs providing such services levels off, the rate of fare can level off.

The companies are always reluctant to apply for a fare increase and do so only because of the inexorable pressure applied by economic factors beyond their control. If the elements that go to make up the cost of producing goods and services continue to increase in price presumably these companies and every other utility in the United States, and every other industry, will be obliged to increase the cost of goods or services to the consumer.

If on the other hand, costs of operation are stabilized, it may not be necessary to apply for a fare increase next year. We have no way of knowing whether the present inflationary trend will continue or not. We hope not."

**ASBURY**- "Our complete fare-zone adjustment and equalization case has been submitted to the Public Utilities Com-

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This month being the 30th anniversary of "Die Day" (the end of all streetcar service) in Los Angeles, ERHA takes us briefly back for another look.

At our meeting this month Alan Fishel will show slides he took on an ERHA fan trip that ran on the final night of service.

TIMEPOINTS features Alan's photos from an unusually rainy Pacific Railroad Society fan trip of a few weeks before abandonment, and Bill Volkmer's commentary on a 1953 Los Angeles Times interview with all of the area's major transit providers of 40yr. ago.

*On the cover; Pico Rimpau loop at the west end of the 'P' line.*



Eastbound on 7th Street at 7th & Broadway.

mission. It was applied for on May 13th. This is a time lag of six months. By the time we get this increase we will have to have another one. We expect to ask for another one in November.”

*Comment: There have been times in recent years, under public ownership, where this same scenario has also happened. Two reasons that it hasn't happened more often are: that the inflation rate for the past twelve years has remained very low, only about four percent as opposed to the 12 to 13 percent in the seventies when public transit ownership came into vogue, and, much of the increased cost of buses and bus operation have been absorbed by increased government subsidies to the transit properties.*

**Times:** “Isn't there a State law or city ordinance requiring a seat be provided for every passenger?”

**ASBURY—** “There is no law requiring a seat.”

**LATL, PE, and METRO—** “No, there is not. If there were, you may be assured that the regulatory bodies would see

to it that every passenger had a seat, as they are most diligent in requiring transit companies to obey the law. If there were such a law, and if it were enforced, the cost of producing service and the rate of fare would be substantially higher than they are now.”

*Comment: This shows you how much riding the Times reporters did on public transit and how familiar they were with the laws.*

**Times:** “What has happened to straps or bars for straphangers? Why aren't there more things for a standing passenger to hang onto in the newest buses?”

**ASBURY—** “Our equipment has the facilities you mention.”

**METRO—** “The new busses to be used by the Metropolitan Coach Lines will provide a vertical stanchion from the back of the seat to the ceiling to assist passengers going to and from their seats and in standing. Straps were used mainly in streetcars with longitudinal seats.”



"SECOND & BROADWAY" headsign was no longer possible destination when railfan rolled it up for this photo; also at Pico & Rimpau loop.

**LATL**—"The modern 6400 type coaches used by Los Angeles Transit Lines have a rigid handhold on every seat and rigid stanchions conveniently placed throughout the vehicle."

**PE**—"The 35 new motor coaches purchased in June by the Pacific Electric have considerably more stanchions and handholds than former vehicles of the company. Old-fashioned straps are not adaptable to motor coaches and have practically disappeared. The modern rigid handholds are superior in every respect."

*Comment: Apparently the Times reporters had never ridden a PCC car on either property and could only remember back to the days when they and everyone else rode the Huntington standards with straps!*

**Times**: "When will there be less jamming of passengers on streetcars and buses?"



Eastbound at 7th & Flower (today's Blue line meets Red line station) Seventh street tracks lasted under pavement until dug up for Subway construction.

**ASBURY**—"Asbury has no such problem. We have been criticized by the city of Los Angeles for providing too much service and too many seats. We have also been criticized by the Public Utilities Commission of the State of California for the same reason. We do not agree with them in this premise, however."

*Comment: How can this be? Asbury was a private entity, why would the city of LA or the PUC care?*

**LATL, PE, and METRO**—"Load standards are established by the regulatory authorities and observed by the operating companies. There is a direct relationship between the percentage of standing passengers that may be carried and the rate of fare."

*Comments: One could conclude from this that by PUC standards, the more crowded your cars and buses are, the less likely you are to receive a fare increase!*

"Among the factors which tend to cause congestion at present in addition to the one cited above, are:

East 1st Street



F Uniformity of the work schedule of the great majority of employed people. Most now work from about 8:30 or 9 a.m. to 4:30 or 5 p.m., Monday through Friday. Result: Many people trying to get home at about the same time in the evening. Solution: Adoption of a voluntary program of staggered work hours.

F Many passengers who could ride at off-peak hours wait until the rush hour to board transit vehicles. Solution: Educate the riding public to the advantages of riding in the off-peak hours.

*Comment: After 39½ years, we still haven't made many inroads into the idea of staggered work hours in Los Angeles!*

**Times:** “When will service be speeded up on the streetcars and buses?”

**ASBURY**—“When the traffic flow in the metropolitan area is itself speeded up. Our equipment makes good time until it his metropolitan Los Angeles, at which time it is bogged down by private passenger vehicles carrying less than ½ persons per vehicle.”

**LATL, PE and METRO**—“The use of freeways for bus travel will materially improve the speed of service for the public.”

*Comment: Remember that in 1953, there were several freeways under construction but the Hollywood and Pasadena were “IT” as far as the freeway system went in that year.*

“Movement of transit vehicles cannot be faster than movement of other vehicles using the same streets. By better traffic control, construction of new freeways and other remedial measures, speed of public transit vehicles can be improved. Service on the long-haul runs will be greatly accelerated upon completion of the freeway program, provided that the local communities or the State Highway Department build adequate turnout and loading facilities, and provided that the State Public Utilities Commission and other regulatory authorities permit the operating companies to route their vehicles via the freeways.

With the completion of the freeway to Hollywood Bowl, coaches on Pacific Electric Line 93 can operate from Vineland Ave. and Ventura Blvd., North Hollywood, to 5th & Hill Streets in 25 minutes, or 15 minutes faster than present motor coach running time and 30 minutes faster than the recently discontinued rail service.

With completion of the freeway to Lakewood Blvd., running time of express service between Norwalk and Los Angeles will be 35 minutes, or 15 minutes faster than the previous best possible schedule.

*Comment: Isn't it strange that other than the Orange County flyers, there is no bus service on the 5 freeway today?*

With completion of Ramona Freeway to Rosemead Blvd., scheduled for the latter part of 1953, running time of San Bernardino and Pomona coaches operating limited between Rosemead Blvd. and 6th & Main Sts., Los Angeles, will be 26 minutes, or 15 minutes faster than present service. Running time of limited service via Valley Blvd. and freeway from Rosemead Blvd. can be reduced to about 26 minutes, or 15 minutes faster than present service. Los Angeles Transit Lines' experience on the freeways thus far is limited because those freeways which parallel major lines are not yet completed, but in the limited time the company has had service



South end of the 'J' line at Palm Place loop in Huntington Park.

established over that portion of the Hollywood freeway which runs from approximately Vermont Avenue to downtown Los Angeles, it has succeeded in reducing the rush hour running time of coaches on the Beverly Line, No. 44.”

**Times:** “What is the main thing slowing down streetcar and bus service?”

**LATL, PE and METRO**—“Basically, traffic congestion. At the recent convention of the American Transit Association in Los Angeles, it was suggested that transit service might be expedited by setting aside certain streets, or specified lanes in certain streets, for the movement of transit vehicles, particularly during the peak-hour periods. In downtown Los Angeles service is considerably slowed because we have a system of midblock crosswalks, which means that the operators of busses traveling in a north and south direction must stop in midblock whenever there is a pedestrian in the crosswalk. This one pedestrian walking across the street can stop a full loaded bus in any one of the downtown blocks.”

**Times:** “How many passengers a day do your lines carry today? How many 10 years ago? 20? 30? 40 years ago?”

<b>LATL, PE</b>	1912	232,919	187,000
	1922	810,953	273,000
	1932	582,576	185,000
	1942	773,611	377,000
	1952	703,962	242,000

\* 1952 Asbury carried 17,000, has no record for earlier years.

**Times:** “What are the principal reasons for the change in number of passengers?”

**LATL, PE and METRO**—“No one can answer this question in the absolute certainty that his answer is correct. We do

(Continued on page 8)





know, however, that many people purchase automobiles primarily for social purposes and then, since they already own (or are paying for) them, decide to use them in driving back and forth to work.

When passengers cease to ride a transit service they do not give a reason, as a general thing, and it is difficult, if not impossible, to ascertain what the reason is. The transit rider is an anonymous individual. When he does not show up some morning to drop his fare in the box, we have no way of knowing who he is among the hundreds of thousands who ride with us.

He therefore tends to become a statistic, with the result that all sorts of perfectly sincere people within and without the transit industry frequently offer conjectures as to why the rider made this decision but no one really knows for certain. It is safe to say, however, that every time an individual purchases an automobile, he tends to use transit less thereafter."

**PE**—"Ten years ago the United States was at war and due to restrictions on gasoline, defense construction and handling of military personnel, the volume of traffic on all transit properties was at a peak. With the elimination of gasoline restrictions and the availability of automobiles, the traffic has declined since the end of the war.

The growth of Southern California has, of course, added passengers to Pacific Electric operations over the years. However, at the same time, the decentralization, the increased use of the automobile, the sale of many of Pacific Electric's local lines in cities such as Long Beach, Pasadena, and Glendale have decreased the overall traffic on Pacific Electric."

**Times**: "What percent of your rail lines do you intend to convert to buses in the next 10 years?"

**ASBURY**—"We have no rail lines now."

**PE**--"Passenger operations of Pacific Electric are now in the process of being sold to the Metropolitan Coach Lines."

**METRO**—"To provide better and more convenient service for the travelling public and to bring about a flexibility of operation that will enable us to better care for this fast expanding area, it is our hope to replace all present Pacific Electric rail lines with buses."

*Comment: It took them eight years to accomplish this.*

**LATL**—"Rail lines are converted to bus lines for several reasons. Among these is the falling off in patronage of the rail lines under circumstances that convince management that the

service could be performed better and more economically by buses. Some local residents at first protested discontinuance of Pacific Electric rail service from North Hollywood to downtown Los Angeles but have ridden the bus service in ever-increasing numbers since it was established.

Another factor which causes transit companies to convert from rails to buses is the institution of one-way streets."

**Times**: "Which rail lines will be the next to be converted to buses?"

*Comment: The Times reporter was obviously a railfan!*

**METRO**—"Tentative plans provide for the filing of an application to permit substitution of buses on Hollywood Blvd. as the first substitution of this nature."

**Times**: "What are the advantages in conversion to buses?"

**LATL, PE, and METRO**—"Greater frequency of service (?) and greater speed, bringing about better and more convenient service to the public and flexibility in providing more service to fast developing areas, plus added convenience and safety of loading at the curb. The removal of rails from the street eliminates the continuing deterrent to the flow of street traffic. Furthermore, the continuance of rail service would require a material increase in fares as the cost of operation far exceeds that of buses."

**Times**: "What percent of the rail lines do you intend to convert to trolley buses in the next 10 years?"

*Comment: Was Paul Ward working at the times in 1953?*

**LATL, PE and METRO**—"None."

*Comment: Their minds were already made up then, no trolley buses!*

**Times**: "What are the advantages of trolley buses?"

**LATL, PE, and METRO**—"Trolley coaches do not lend themselves to express and local service on the same lines. They lack the flexibility of buses and are more expensive to operate."

"What are the exact dates when increases above the straight 5-cent fare went into effect,"

**LOS ANGELES TRANSIT LINES**

	1-zone	2-zone	3-zone	4-zone
10/21/28		.05	.10	.15 .20

5/13/34	.07	.10	.15	.20
8/20/46	.10	.10	.15	.20
2/1/48	.10	.15	.20	.25
11/12/48*	.10	.15	.20	.25
12/10/50**	.10	.15	.20	.25
1/24/52	.15	.20	.25	.30

\* Uniform fare structure on Los Angeles Transit Lines, Los Angeles Motor Coach, and Pacific Electric local lines established. Transfer privileges extended and unrestricted inter-company transfer system placed into effect. Dates for minor increases in token sale rate are omitted here for brevity.

\*\* Zone changes effective. Area of inner zone reduced; area of certain outer zones increased. Resulted in increase in some fares, principally on longer trips; majority of rides not affected.

**PACIFIC ELECTRIC RAILWAY**

Date of Increase	Changes Above 5 cent fare
8/26/20	5 to 6 cents
4/7/28	6 to 5 cents!
5/1/38	5 to 6 cents
1/15/40	6 to 5 cents!
8/20/46	5 to 6 cents
2/1/48	6 to 10 cents
1/24/52	10 to 15 cents
11/3/52	12.5 to 13.3 cents

**ASBURY RAPID TRANSIT SYSTEM**

We have never had a 5-cent fare except for school children. Passenger fares for the first zone were 10cents 10years ago and 20years ago.

**Times:**“What is the ratio of standees to the number of passengers sitting down at the peak of the rush hours today? What is the ratio at off hours?”

**ASBURY**—“We have a ratio of two passengers standing to 54 seated. This is an average. There are no standees at off

hours.”

**Times:**“Has the five-day week affected streetcar and bus travel and profits?”

**ASBURY**—“Five-day work week has materially affected earnings.”

**PE**—“Yes. Prior to adoption of the five-day week, Pacific Electric handled practically as many people on Saturday as on other week days. Volume of Saturday travel has now dropped to approximately 71% of week days.”

**LATL**—“Definitely, Saturday business has fallen off sharply. The five-day work week or, more accurately, the five-day 40-hour week, applies also to the transit industry’s own contract employees. Motormen and conductors used to work long hours for six days for small pay. Currently, operators and maintenance personnel work 40 hours, five day, for relatively high pay. The contract provides that a workday shall be no more than eight hours in a spread of no more than 10 hours, after which overtime begins.

The five-day work week has deprived companies of substantial revenues on Saturday and has substantially increased the cost of operation. This condition is reflected in the rate of fare. The transit industry spends, roughly 60% of its operating dollar directly for the cost of labor and thus any increase in labor costs inevitably is reflected in the rate of fare.”

**Times:**“Is the Los Angeles 15-cent rate higher or lower than that in other large American cities?”

The borough of Manhattan is included in the above tabulation because we so frequently read in the newspapers that Los Angeles should have a subway system of the kind which has been losing substantial sums of money operating largely in the Borough of Manhattan, where the population density is 88,025 per square mile.”

**Times:**“How does this density affect streetcar and bus service?”

**ASBURY**—“Fewer passengers mean less service and higher fares. The potential does not exist in Los Angeles without some artificial stimulus.”

**LATL, PE, and METRO**—“The low population density in Los Angeles provides less revenue per mile and greater gross expenses than would be necessary in a more densely populated area.

The size of the vehicle and the frequency any transit system can offer are related directly to population density. Greater Los Angeles is a transit nightmare because of the extremely

large area given over to urban development and the extremely low population density throughout this area.”

**Times:** “How have other cities solved the problem of handling peak loads during rush hours?”

**ASBURY**—“Good traffic control, staggered working hours, no on-street parking.”

**LATL, PE, and METRO**—“Other large cities have exactly the same problems and peak-hour rushes. Study of their load standards shows that there is more crowding of vehicles allowed in practically all areas than in Los Angeles.

During emergency periods a well-conceived, staggered-hour program has helped relieve the peak loads during rush hours, but we know of no other solution to this problem.”

**Times:** “Have you ever considered a “matinee rate” which would be lower for travelers during the lull between the morning and evening rush periods?”

**ASBURY**—“No. We do not think you can induce people to ride a bus. They ride them because they have to. The “matinee rate” has been tried in other places and has been proven to be a failure.”

*Comment: As a matter of fact in the 1870's the New York elevated system lowered the fare at 3:00 PM because there were more people riding in the rush hours, so people lined up at the gates, waiting for 3 o'clock so they could ride cheaper!*

**LATL, PE, and METRO**—“Yes. We have considered such a rate and have watched with interest the experiments of other companies with such a rate. Uniformly they have failed to produce the desired results and for this reason, among others, we have not applied for permission to establish such a rate locally. There are many problems involved, among them is the time consumed by honest differences of opinion between patron and operator as to the time the “matinee rate” was or was not in effect at the moment the patron boarded the vehicle. Picture for yourself, then, the confusion that might be caused with a “matinee rate” by a perfectly sincere person whose watch was either fast or slow.”

**Times:** “What pay does the bus or streetcar operator receive today?”

**LATL**—“Average about \$100 a week. Base rate \$1.81 per hour.

**PE**—“Straight-time hourly basis, as of July 1, motor coach or one-man car operator, \$1.77.”

*Comment: The minimum wage in 1953 was 75 cents per hour so the bus driver got about 2½ times the minimum.*

*Today they get about \$17 per hour or almost 4 times the minimum wage! Base fare at 15cents was 1/5th the minimum wage. Today at \$1.10, the base fare is about 1/4th the minimum wage. (The tax rate on the minimum wage earner today is actually lower than the rate charged the minimum wage earner in 1953, which tends to even things out.)*

**ASBURY**—“\$1.85 per hour.”

**Times:** “Has television affected your company’s income?”

**LATL**—“Generally speaking, television has adversely affected transportation due to the fact that it appears that many people stay home to view television programs who otherwise would come downtown for entertainment.”

**PE**—“Yes. Television has provided a medium for entertainment in the home, thereby avoiding travel from the home to places of entertainment. This is probably not the largest single factor insofar as the decrease in traffic on Pacific Electric is concerned. The largest being the general decentralization in the entire Los Angeles area. This has resulted in building up shopping centers in the outlying areas and the establishment of industry and entertainment facilities close to places of residence.”

**ASBURY**—“Night travel to picture shows and places of entertainment has dropped off to practically nothing. We attribute this to television.”

**Times:** “Have you any buses or streetcars on order?”

**LATL**—“The latest purchase of new equipment consisted of 25 Type-64 motor coaches placed in service in July 1951, at a cost of \$549,044. Relatively few new vehicles have been purchased by transit systems throughout the country in recent years, the reasons being:

(1) transit patronage is declining

(2) regulatory authorities have been reluctant to grant needed fare increases promptly and in sufficient amount to keep pace with the rapid spiral of rising costs, with the result that few companies have been in a position to maintain a degree of financial stability and at the same time take the risk of heavy investment in new equipment. With completion of the free-ways and expansion of a system of fast express bus lines, Los Angeles Transit Lines probably will acquire new vehicles which will then be needed.”

*Comment: Clearly, the transit lines were running scared as money and patrons were in very short supply while costs were going up. They could see then that there was zero future for privately held transit systems!*

**PE**—"Pacific Electric has recently received 35 new buses which cost slightly in excess of \$24,000 each."

**METRO**—"We have on order 100 new 48-passenger buses at a total cost of \$2,250,000. These buses are of the most modern design and are similar to the 35 "air-suspension" buses placed in service in June 1953, by Pacific Electric Co. We propose to purchase, after receipt of these 100 new buses, approximately 80 new buses per year for replacement of old buses and additions to our fleet."

**ASBURY**—"We have 10 coaches on order. They will cost \$205,000."

**Times**:"Have you any plans for a monorail?"

*Comment: Was this an obligatory question for all Times reporters, then and now?*

**ASBURY**—"No."

**LATL, PE, and METRO**—"No. Although one short monorail line was built about 50 years ago in the Wuppertal Valley of Germany and has been talked about in Europe and this country for years, no one has seen fit to build another one either with public or private capital."

**Times**:"Do you want buses in freeways at all hours or only to handle the peak loads?"

**LATL, PE, and METRO**—"Here again it is our intention to apply for permission to use the freeways, or for that matter any other public thoroughfares, at such hours as will enable us to best satisfy the requirements of public necessity and convenience."

**ASBURY**—"We think buses should be on freeways at all hours. The primary purpose of the freeways is to move people, not vehicles."

*Comment: Well said, Mr. Asbury!*

We can move more people per square foot of freeway with a 54-passenger bus than can be moved in 12 automobiles. From a standpoint of sheer mathematics and engineering, the automobiles should be removed and replaced by a handful of buses." *General Manager Eyraud of the Asbury System volunteered this added comment after the questions were completed:*

"There are a thousand things wrong with public transit. Everybody has a solution to those problems except the people who are in the business. I have spent 20 years in the business. I know exactly what is wrong with it and there is not a Chinaman's chance of correcting it. It's all wrapped up in the

American way of life. It's wrapped up in the peculiar psychology of the average motorist. It is axiomatic in this business that the people who know the least about it have the most to say about it."

*Comment: While Mr. Eyraud would not be considered "politically correct" in today's vernacular, he certainly was very profound in his wisdom of seeing into the future. He went on to say:*

"Instead of having special taxes levied against our riders, we should be tax-free in view of the fact that we are a utility serving the public. If I were to transfer my operation to a municipally owned operation, thus escaping the great mass of taxes which I am now suffering under, my line would have made \$110,000 more in 1952 than the paltry \$32,000 it earned."

As more freeways are opened, more people will employ their own automobiles, which means I will have fewer passengers. If I have fewer passengers, I will have to have higher fares. If I raise my fares any higher, I will drive away more passengers to private vehicles. It is an endless chain reaction and can only be arrested by tax exemptions or a government subsidy.

The Legislature continually raises my costs. The oil companies raise my costs and by some adroit system of management I am supposed to be able to return a profit without raising fares.

It takes me from six to 10 months to get my fares increased, after I make my application. By the time the fares are increased and the money starts coming into the fare boxes I have to ask for another fare increase.

At the present time my balance sheet looks like a one-way trip to the poor house. If you want to get in the bus business, come down and see me."

*Comment: So there you have it. A capsule summary of life in the trenches of the transit industry 40 years ago. The rest is history and if transit systems do in the future revert to private operations with government subsidies, Mr. Eyraud may have had the wisdom of Solomon!*

-Bill Volkmer



This month's meeting is upstairs at Philippe French Dipp'd Sandwiches, at the intersection of North Main, Alameda and Ord Streets. Please park in their lot across Ord Street, or come by Subway!

# TIME TABLES

March

5, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, Veteran's Auditorium, 2nd floor, Grand & Harrison Oakland call after 6:30PM weekdays for program (415)673-6547.

12, Friday. MEETING, Pacific Railroad Society,

13, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 6:30PM at Fire House, Columbia & Cedar Sts.

**19, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, regular monthly meeting. Location: Philippe French Dipp'd Sandwiches, Corner of North Main, Alameda and Ord Streets. Park in their lot across Ord Street or take Amtrak or Metro Red Line to Union Station. (RTD buses also) Upstairs, come early and have dinner and/or their 11¢ coffee. 7:30PM Business Meeting 8:00 PM Program: Alan Fishel 30th Anniversary of "Die Day" in Los Angeles.**

April

2, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, Veteran's Auditorium, 2nd floor, Grand & Harrison Oakland call after 6:30PM weekdays for program (415)673-6547.

9, Friday. MEETING, Pacific Railroad Society,

10, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 6:30PM at Fire House, Columbia & Cedar Sts.

May

**16, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, regular monthly meeting. Location: TBA 7:30PM Business Meeting 8:00 PM Program: TBA**

7, Friday. MEETING, Bay Area Electric Railroad Association, 8:00 PM, Veteran's Auditorium, 2nd floor, Grand & Harrison Oakland call after 6:30PM weekdays for program (415)673-6547.

14, Friday. MEETING, Pacific Railroad Society,

15, Saturday. MEETING, San Diego Electric Railway Association regular monthly meeting, 6:30PM at Fire House, Columbia & Cedar Sts.

**21, Friday. MEETING, ELECTRIC RAILWAY HISTORICAL ASSOCIATION, regular monthly meeting. Location: TBA 7:30PM Business Meeting 8:00 PM Program: TBA**

March 20 tentative. NARP excursion on MetroLink.

May 15 tentative. ERHA, PRS, RLHA excursion on MetroLink

## Meetings By Mail!

We realize that many members live out of the area and are missing out on some wonderful programs. ERHA is videotaping some of our monthly entertainment. Not a slick professional style video, occasional heads in the way, the audience commentary, white screens from missing slides, picture quality is excellent. Please make out checks to ERHA of SC. Shipment time will depend upon the number of orders we receive. (Tapes will be duped to order.) Your donation of \$15.00/VHS tape includes postage, please add \$5.00 U.S. for international orders.

- #100 Bill Volkmer's PE
- #101 Ted Damon's PE
- #102 Charlie Seims Mt. Lowe Centennial
- #700 Ken Douglas's Canada, Cuba & Mexico
- #701 Dick Burn's Japan, 1992 & 1952

*We will only tape presenters with their prior permission.*

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